NEW-YORK, MONDAY, AUGUST 18, 1873.

THE FARMERS' WAR.

CLAIMS OF RIVAL SEA-PORTS.

DISCUSSION OF THE NEW-YORK MERCHANTS' COM-

PLAINTS-FACILITIES OFFERED BY BALTIMORE

AND PHILADELPHIA FOR SPEEDY TRANSFERS-

Vol. XXXIII No. 10.101.

FRENCH POLITICS.

VISIT OF M. THIERS TO BELFORT. PARIS, Saturday Aug. 16, 1873.

M. Thiers arrived in Belfort yesterday, in ac cordance with a promise long since made to visit that town after it had been evacuated by the German troops. The inhabitants were very enthusiastic in their demonstrations of welcome to the distinguished visitor. The town was decorated with flags, and in the evening was brilliantly illuminated. Later in the night the ex-President was serenaded

EMBARRASSMENTS OF THE MONARCHISTS. ADJOURNMENT OF THE ASSEMBLY - MESSAGE OF PRESIDENT MACMAHON - POPULARITY OF M. THIERS-AN INCONVENIENT BONAPARTIST PRINCE -THE BAZAINE TRIAL.

PROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. Paris, July 30 .- The Assembly dispersed yesterday, first listening by way of benediction to the reading of a message by M. de Broglie, signed "Marshal MacMahon, Duke of Magenta"-President not being a favorite title with him. It is a colorless document-the condition of M. de Broglie as Chief of a Cabinet, composed of the standard bearers of three rival monarchical parties, being not to show colors. It compliments the discordant majority on its holding together, "thanks to which union important laws have been voted almost without debate" [1]; answers, of course, for the "preservation of order" during vacation; declares the preservation of a dearly bought peace to be the first want of the country and the fixed purpose of Government. The theme longest dwelt on is the liberation of the territory, in rapid course of accomplishment in these days. The part of M. Thiers in preparing this liberation is generously recognized in one sentence of exactly 11 words. Then follows sage advice that such "patriotic jey as may be inspired by the happy occasion be not expressed in noisy manifestations"-such, for example, the reader between M. de Broglie's lines readily understands, as banquets and that sort of thing, which would have for inevitable accompaniment "noisy" shouts of Vive Thiers ! and hardly less noisy, or less agreeable shouts of Vice la République! To chant with fullest lungs the cantiele of the Sacred Heart, to shout Vive Pio IX-surely most proper pulmonary exercises for those whose pleasure lies that way-is rightly permissible, as it is likewise free for any one to cry out against the Republic. But as for manifestations bruyantes of the lay and pro-republican variety, to hush, smother, choke down these is one of the most pressing objects of government and the "glorious sword" of its martial

People in the part of the territory last and longest held by the Prussians, grateful municipalities of Nancy and Luneville, have sent invitations to M. Thiers to come and celebrate with them the completion of his work for their liberation-an act of patriotic fire worship to the setting sun they would eclipse, which is peculiarly offensive to reflective de Broglie and his satellites, who have not-shone very brilliantly since their rising on 24th May. Thisis practically admitted, even openly complained of, by the respective mouthpieces of the three or more segregate parties of that congregation, each one of which hopes to conquer the other two under its favorite sign in that triple constellation. See, in proof, Bonapartist, Orleanist, Legitimist, and clerical French newspaper files. But they are something unjust, as partisans will be, in their grumbling and criticisms, although it is undeniable that, excepting Ernoul, in comparatively second-rate rôles, the talking members of the present Cabinet have made a sorry figure, owing successes, such as they are, far more to the known foregone conclusions of the majority than [any persuasive power of their own. Graceless, greedy, monarchical, censors overlook the restrictive facts of their situation. If, after defiantly asserting this week that they are ready to defend by lucid explanation their policy against all formal questions, and next week, when interpellating Jules Favre comes thundering at their door, they not only do not answer, but by the finely pursed-up mouth of directing-class de Broglie, briefly remark to the inside majority of the House, the select gens de bien, that they will not answer, are not at home, to ignored, vulgar, Republican callers, what else could they say and refra

from saying ? Minister Beulé of the Interior, though not bred or accustomed to parliamentary habits, possesses, by endowment and acquirement, a very pretty improved talking power. A year or so ago, apropos of subsidizing the Grand Opera, or something of that sort, he edited from the tribune an oratorical essay on art and its social bearings, fluent, not unsound. charming, convincing. He had uncontrolled handling of a theme in which he had competence to speak, and fairly won his respectable little triumph. Last May he was made incumbent of one of the two most important ministries in the new Cabinet. Not because of any notorious native or acquired, acknowledged or even hoped-for, fitness for that high office, but on that low ground of availability, from the dull clay of which a model republic that shall be be nameless, fabricates muddy presidents. Patronized by his colleague of the Sorbonne, the elequent and erudite Abbé Freppel, in his canvass for election to the Assembly from the Department of Marne-et-Loire, he has given suffieient pledges to the clerical party, and consequently against republicanism, without being so engaged to any one of the three monarchical parties as to be offensively committed against the other two. Apart from cultivating "moral order" by administrative processes of praning away what are left of Liberal officials, cutting in and binding down republican sproutings and spontings from press and stump, the next three months will be devoted to what an English gardener styled "high breeding" of a republic that shall temporarily stand only so long and in unproductiveness as the lucky one of the three monarchical concurrents needs to gather his strength. and run into this goal. What a scrubby race, to be

I read in the Gaulois (Bonapartist organ) of this morning that first among the leaders of our American fashionable people at Newport are (Baltimore) Bonaparte and his horses. The Simon (more or less) pure Prince Jerome Napoleon (who always designated his elder Baltimore brother in wedlock as Pat terson-Bonaparte) has turned up again in Paris in these days, to the quite limited delight of the friends of his nephew. If we might say so, saving the reverence due to a prince, though but of the second generation-and I should say we might-this Prince Jerome seems to be, as indeed, for the most part, he always has been, an embarrassment to his family, and his death, under convenient circumstances, one can conceive family survivors accepting with a resignation of the most sprightly Christian character.

Prince Jerome Napoleon comes this time asking Government to reinstate him in his rank as Division General of the French army. The Government tries evading, deferring direct answer, and hopes the Prince will become tired, or may be coared out from pressing such an embarrassing question. This is a quite mistaken calculation. Prince Napoleon rends the Minister of War that he is General of Division by virtue of two unrepealed decrees, one dated February, 1853, and the second issued on adwice of the then Minister of War in 1854. In the records of the War Department lies the indisputably official copy of Marshal MacMahon's order, dated August, 1870, commissioning Prince Napoleon for a caceful service in Italy. The Minister of War and the rest being dilatory and indefinite, the astute Prince, who either is or is not Major-General in the French army, sends in formal application to Minster of War for a furlough! To grant it or to refuse it is an admission of the claim. Adjournment, with exing, may answer the embarrassed Minister's on for the moment, but it will drive him finally

into a fatal corner where he must stand and deliver his and his Government's clean decision on the validity of the princely General's claim.

So far as a civilian (testing the claim on legal grounds, as unfamiliar with battle-fields and their dangers as Gen. Napoleon himself) can presume to judge, I cannot, with copious aid of military and non-military French critics, discover any essential difference of bare and intrinsic merit between the claim of Major-General the Duke d'Aumale and the protested claim of Major-Gen. Napoleon. It is true that d'Aumale, in his royal father's time, did all the fighting he could in the Algerine skirmishing way, and might have earned there, had he not been the King's son, a First Lacutenant's epanlettes. No one questions the military bravery of the Orleans. The worst-or say, considering the intimate corruption of the Regent, the next to the worst of the house-went as coolly to the guillotine as the others to battle. Gen. Napoleon never found it convenient to risk his valuable life against villainous saltpeter. His sword is maiden.

But d'Aumale is no better. Excepting the accident of his personal bravery, of his gentlemanly quality, there is nothing to chose between them. Both are intent, with unquestionably selfish greediness, to seize on all popular France for their personal, family, nutritious feeding. Gen. Napoleon's advantage over Gen. d'Aumale is dangerous, considerable and patent. The only difference, apart from questions of personal bravery or cowardice, that exists for discussion between the Napoleonic and the Orleanist majorgenerals is political rather than moral. Rather than discuss them, look at the facts, which are numerous and complicated.

The Bazaine trial is to be one of our great vacation affairs. A solemnly constituted duke is at its head. If Imperial Marshal Bazaine be condemned or acquitted by a court of which a general candidate-inwaiting for political chieftainship is the presiding judge, how can Bonapartists, Legitimists, nay, illogical Orleanists themselves, let alone relealeitrant Republicans and the unpartisan common sense of the people, quarrel with the verdict? The Duke d'Aumale, by purely princely accident and lapse of time, becomes the first French military general; and he sits in final judgment on a man like Bazaine (not a pretty man, certainly, not for anything that appears a gentleman, honest, honorable, or passable, but a fighting man on the military side, incomparably superior to all of his present sham peers in this jury of generals, who are not, and can't be, his peers) Whether the Marshal be acquitted or condemned, the political trial is that of the Orleanists. The Duke d'Aumale plays his whole pile on this Bazaine

GENERAL FOREIGN NEWS. .

THE VIENNA EXHIBITION. DIPLOMAS AND MEDALS AWARDED TO AMERICANS.

In the machinery department of the Exhibition diplomas of honor have been awarded to Corliss of New-York and Sellers of Philadelphia. Twenty-six other United States exhibitors receive medals for progress, 19 medals of merit, and 18 certificates of

THE REPUBLIC OF SPAIN. COMPLICATIONS WITH FOREIGN POWERS-STRENGTH

OF THE CARLISTS.

MADRID, Saturday, Aug. 16, 1875. The British ganboat Torch has arrived at Alicante from London, with dispatches for the com-

BAYONNE, Saturday, Aug. 16, 1873. The Courrier of to-day anticipates that the capture of the steam-yacht Deerhound by a Spanish man-of-war will involve the Governments of England, France and Spain in a diplomatic correspondence, be cause the vessel which seized the Deerhound assumed British colors, and the capture was effected in French

MADRID, Aug. 17, 1873. The Carlists in the vicinity of Bilboa have fired upon Spanish, French, and English vessels. Several men on poard were killed and wounded.

It is officially stated that the entire Carlist force in Spain does not exceed 2,600 infantry, 450 cavalry, and 17 The insurgents of Cartagena have released and armed

1,800 convicts. One of the vessels of the national blockading feet has been disabled by a shell.

THE DUKE OF EDINBURGH. PREPARATIONS FOR HIS APPROACHING MARRIAGE.

LONDON, Saturday, Aug. 16, 1873. The imperial family of Russia will assemble to receive formally and welcome the Duke of Edinburgh, who goes to St. Petersburg in December next. The marriage of the Duke with the Grand Duchess Maria will take place in the following month.

CHURCH AND STATE IN GERMANY EMPEROR CONGRATULATED BY THE METH-

ODISTS.

GASTEIN, Saturday, Aug. 16, 1873. The Emperor William of Germany, who is now sojourning here, gave audience yesterday to Dr. Philip Schaff, the bearer of cordial greetings to his Majesty from the New-York General Conference of the Methodist Episcopal Church. In his remarks in reply the Emperor dwelt upon the necessity of Christians working together in order to combat infidelity and

> STRIKE OF BRITISH MINERS. LONDON, Aug. 17, 1873.

Many coal pits in Leicestershire have been closed, several thousand miners having struck in consequence of dissatisfaction with the weighing system.

THE CANADIAN SCANDAL, APPOINTMENT OF THE ROYAL COMMISSION OF INVES-

TIGATION. TORONTO, Aug. 17 .- The following will compose the Royal Commission for investigating the Canadian scandal: the Hon. Charles D. Day, late Judge of the Superior Court of Quebec; the Hon. Antoine Pal-lette, Judge of the Superior Court of Quebec; and the Hon. J. A. Gowan, Judge of the County Court at Simcoe,

AFFAIRS IN MEXICO.

CABINET CHANGES-CONGRESS OPPOSED TO GRANT-ING CONCESSIONS TO CITIZENS OF THE UNITED STATES-REPORTED EFFORTS OF THE GERMAN GOVERNMENT TO OBTAIN POSSESSION OF LOWER

Mexico, Aug. 10 .- The Government will have the support of two-thirds of the new Congress.

The commerce of the country increased 40 per cent

during the first half of this year over that of the same

Peace is prevailing in every part of the Republic.

The following changes will take place in the Cabinet
on the first of October: Senores F. Mejia, Minister of Finances: Lafragus, Minister of State, and Balcaral, Minister of Public Works, will withdraw. Gen. J. Mejia remains Minister of War. Two vacancies, which have existed since the election of President Lerdo de Tejada,

will be filled. The names of the new Ministers are not It is understood the majority of the new Congress will be opposed to all concessions to citizens of the United

It is reported that the German Government is currying favor with President Lerdo, the Germans wanting Lower-California for mining purposes. President Lerdo is anxious to renew diplomatic relations with England, France, and Belgium. Sedor Emilio Velasco is spoken of for Minister to Washington.

ington.

The press is calling on the Government to explain the difficulties existing to the Mexican and American Joint Claims Commission at Washington.

The Tropics is the title of a new American newspaper published at Tuxpan.

FOREIGN NOTES. Several failures in the Liverpool cotton rade were appeunced on Saturday. There is no truth in the report published lately in several Paris papers that Metz would be restored to France through the influence of Russia.

Mr. Gladstone has been legally advised that his reflection to Parliament is not required by his as-sumption of the Chancellorship of the Exchequer.

The Czarewitch and family are visiting the King of Denmark at Fredeniberg. The Crown Prince Frederick William of Germany has arrived at Malmö on his way to Fredensberg.

Julian Zulueta, Ramon Herrera, Francis Duranona, all leaders in Havana and prominent slave traders, identified with the volunteer power, are in prison, under an indictment for treason. A large por tion of their former admirers and adherents are bitter against them, and threats to lynch the trio are loud and against them, and threats to lynch the trio are loud and defiant. In view of the division created in the Spanish element at Havana by the late developments of a political nature, the few Republicans residing there have addressed Gen. Pieltain avowing their determination to uphold the Republican Government represented by him and personally come to his support in carrying out the decrees of the Government, and executing justice in the case of the three persons accused of freason. It seems that Gen. Pieltain is resting over a mine likely to be sprung on him when least expected.

WASHINGTON.

SPECULATIONS ON THE CHIEF-JUSTICESHIP.

WASHINGTON, Aug. 17, 1873. It is stated among gentlemen connected with the practice at the bar of the Supreme Court of the United States, and who are much concerned on the subject of the Chief-Justiceahip, that they have positively ascertained the selection of a successor to Mr. Chase will not be made from the Bench of that Court. They are not so well advised as to the individual, but say they are sat isfied that the Hon. Roscoe Conkling of New-York can have the appointment, if he desires it. But they doubt whether he would resign his position of United States Senator in exchange for the judicial position. Beyond these non-official utterances, nothing further is known here upon the subject.

BONDS TO BE REDEEMED

The Secretary of the Treasury announces that after Nov. 16 he will redeem the following bonds, interest on which will cease after that date: Third Series, Act Feb. 25, 1862, dated May 1, 1862-\$50, Nos. 6,201 to 10,200; \$100, Nos. 20,001 to 30,750; \$500, Nos. 10,701 to 15,800; \$1,000, Nos. 22.60 to \$25,000; total, \$13,000,000. Registered bonds—\$50, Nos. 1,321 to 1,375; \$100, Nos. 9,501 to 10,300; \$500, Nos. 5,701 to 5,100; \$1,000, Nos. 23,310 to 25,000; \$5,000, Nos. 7,501 to 7,900; \$10,000, Nos. 9,681 to 10,100; total, \$2,000,000.

WASHINGTON NOTES. The agents here for the French holders of the Memphiand El Paso bonds do not anticipate a final settlement of their claims until the return of Col. Thomas A. Scott from Europe, when the matter will be satisfactorily adjusted. The arrangements proposed by Col. Scott that they surrender their bonds in exchange for land is cu-tirely acceptable to the bondholders, and the agents here have been instructed to settle on this basis.

Capt. Howgate of the Signal Service leaves the city to-morrow to make a preliminary survey for a telegraph line along the coast of New-Jersey, from Cape May to Sandy Hook, connecting with the several life-saving stations which are to be used for the display of cautionary signals. A similar survey has been made of the Massa-chusetts coast, and the necessary cable and wire for the desired line already ordered.

The Controller of the Currency has notified all national banks which have neglected to deposit United States bonds, as required by law, that the circulation assigned to them will be distributed to other applicants if the bonds are not deposited and the circulation applied for during the next 30 days. The Rev. Dr. Newman, who was some months ago ap-

per day and all traveling expenses, continues to draw his salary of \$200 per annum as Chaplain of the United States Senate. pointed Inspector of Consulates abroad, at a salary of \$8 The Wawaset investigation was continued on Satur-

day, but elicited nothing new. The officers are held to have acted creditably at the time of the disaster.

THE WONDERS OF THE NORTH-WEST.

PROF. HAYDEN'S REPORT-IMPORTANT GEOGRAPH-ICAL DISCOVERIES-NEW LAKES AND NUMEROUS

WASHINGTON, Aug. 16 .- It is stated in the

sixth annual report of the United States Geological Survey of the Territories, by F. V. Hayden, United States Geologist, that there is perhaps no more unknown or more interesting geographical region in America than the different branches of Snake River and the Madisonthe great water divide of the Continent. The maps now in process of construction will almost entirely change geography of this wonderful region. Within a radiu of ten miles may be found the sources of three of the largest rivers in America. The general elevation is from 7,000 to 8,000 feet above the sea, while the mountains whose eternal snows form the sources of these great rivers rise to a hight of 10,000 to 12,000 feet. Moving northward are the various branches of the Missouri, Yellowstone, and Wend rivers, which all eve unite into one mighty stream, the Missouri. To the south are the branches of Green River, which unites with the Colorado and probably empties into the Gulf of California, while south and west flow the branches of Snake River, which, uniting with the Columbia, pour their vast volume of water into the Pacific. The explo ration of this remarkable water divide proves that the Madison Fork has its source in a small lake not hitherto noted on any map, and that the so-called Madi son Lake

belongs entirely to the Pacific slope. This latter lake was found to be about twelve miles long and eight miles wide. From this body of water flows a stream nearly 100 feet wide, which, after a distance of about five miles, empties into a second lake, which is four miles long and one and a half miles wide The former of these lakes was named Shoshone and the latter Lake Lewis, in honor of the great pioneer explorer of the North-West. At the upper end of Lake Shoshone, a new geyser basin was discovered, with from 75 to 100 springs, many of them geysers of considerable power. The ornamentation about these springs was regarded as more interesting and elaborate than those in Fire Hole Basin. The divide between the Yellowstone lakes and Lake Lewis was found to be about 50 feet above the former and 200 feet above the latter. This low ridge in the great water divide of the Continent has doubtless given rise to the story of the Two-Ocean River, and such a stream has found its way to most of our printed maps. From the summit of the mountain the scope of vision embraced a radius of 150 miles, within which 470 mountain peaks worthy of name could be distinctly observed. The area that could be swept by the eye from this point could not have been less than 50,000 square miles, embracing every variety of grand and beautiful scenery of mountain and valley. probably without a parallel on the continent. Ten large lakes and several smaller ones were embraced in the view, and the entire Yellowstone Park was spread out under the eye. To the east the Wind River and Big Horn ranges, with the snow-clad summits of Freemont's, on, and Cloud Peaks bounded the view; on the north the Yellowstone range, with Emigrant Peak and many of the loftiest mountains of Montana, were clearly seen To the west, the numerous ranges comprised in the horizon of vision in that direction, while the mour tains near Fort Hall and the Wahsatch range completed the mighty amphitheater.

This remarkable view embraced a large portion Wyoming, Montana, Idaho, and Utah Territories. About 40 small streams, which unite and form the upper por tion of Snake River, were carefully examined. The part; then proceeded down the Valley of Snake River through its remarkable cafions, examined Jackson's Lake and the numerous streams that empty into the main river on either side. The report contains 844 printed octav

INDIAN AFFAIRS.

FOURTEEN INDIANS KILLED BY UNITED STATES TROOPS.

WASHINGTON, Aug. 17 .- Lieut. Babcock of the 5th Cavalry reports to Gen. Sherman from Camp Apache, Arizona Territory, under date of June 28, that on the 16th of June, with a company of 32 men and 18 Apache soldiers, after following the trail for seven days he overtook a body of Apache Indians in the mountains, near Tonto Creek. A fight ensued, during which Is Indians were killed and five women and a child captured. Other camps were found the same day which had been hurriedly abandoued. From information received from the captured women it is probable that the Indians have been driven from Tonto Creek in the direction of the Verde Reservation.

PROPOSED CONFERENCE WITH THE UTES WASHINGTON, Aug. 17 .- The Board of Indian Commissioners have made arrangements for holding a Commissioners have injust arrangements of the conference with the Uie Indians, sometime during the present month. They have engaged Dr. James Phillips of Washington as advisory counsel and to assist in the conference as interpreter. The Indian Bureau regards the business as of more than osdinary importance.

A RAILROAD DISASTER.

COLLISION ON THE CHICAGO AND ALTON LINE.

FREIGHT TRAIN DASHES INTO THE SMOKING CAR OF A PASSENGER TRAIN NEAR LEMONT-ELEVEN PERSONS KILLED AND THIRTY-FIVE INJURED-CULPABLE NEGLIGENCE OF THE CONDUCTOR.

CHICAGO, Aug. 17 .- A terrible accident oc erred at half past ten o'clock last night near Lemont, on the Chicago and Alton Railroad. An incoming freight rain came into collision with the south bound express passenger train, almost entirely wrecking the latter, killing six persons outright and tearfully injuring some 35 others, many of whom it is said will die. Although Lemont is only about 20 miles south of this city the acci dent was not known here, except to the railroad officials, until between 12 and 1 o'clock this morning, and then only to persons who happened to ascertain that surgeons had been sent for to go to the wrecked train.

All the passengers killed or injured were in the sec ond-class car, which was also used as a smeking car, and, with the exception of the firemen, engineers, and train men, the casualties were all caused by steam. None of the regular passenger coaches or sleepers were thrown from the track or in any way injured. No per son in any of them was hurt. The following account of the accident is from the statement of officers of the road:

The regular passenger train for St. Louis left here at ! m., and consisted of a baggage car, express car, and three day coaches, the head one a second-class or smoking car and two sleepers. At 10:20 p. m., when three miles north of Lemont, and about 22 miles south of this city, at a curve in the road, suddenly appeared a coal train of 35 cars, running at the rate of about 20 miles an hour. The passenger train was running at the rate of probably 30 miles an hour, and neither engineer saw the other's engine until it was too late to reverse, a fact eccounted for by the curve in the road, and partly by the dense fog. The two trains came together with fearful force. Being on the curve, however, each engine left the track and passed each other, that attached to the coal train striking the baggage car a few feet from the end, breaking the coup ling between it and the smoking car, which the engine struck square in the end and with such force as to throw the forward end in the air, so that the engine ran under it, tearing the floor completely out and hurling struggling mass to the lower end where there was no chance for escape, and then ensued a scene of horrors which cannot adequately be described. The smoke stack and dome of the engine were knocked off by the collision, and broken timbers of the smoking car penetrated the boiler, letting loose a dense volume of ing the helpless inmates, who with shricks struggled vainly to extricate themselves. Meantime, Conductor Russell of the passenger train, who was unhurt, and a number of passengers from the rear coaches came forward and endeavored to assist the poor victims, but there was little left to do beyond taking from the wreck the dying and wounded, many of whom were fearfully calded. Seven died soon after they were taken out,

and four have since died. The point where the accident occurred is near what is known as the Sag, a low, marshy meadow, about half way between Lemont and Willow Springs Station, and there was not a house in the neighborhood. The unhurt passengers, however, took the bedding from the sleepers and ministered as much as was possible under the circumstances to the wounded, while Conductor Russell harried to Lemont and telegraphed Superintendent McMullen here for surgeons and aid. Mr. McMullen hastily got together half a dozen physicians and supplies of such articles as were necessary and started about midnight with a special train for the scene of the disaster, arriving there about 1:30 a. m. Everything possible was done for the sufferers, and at 6 a. m. the train returned to the city, bringing the uninjured coaches of the wrecked train and all the dead and wounded, except two firemen, who were left at Lemont for burial. On the arrival of the train, those of the wounded who reside here were taken to their homes, and the others were taken to the hospital, with the exception of Capt. Smith and Mr. Fleury, who were taken to the West Side Briggs House. Neither of these gentlemen, it is

feared, can recover. The cause of the accident was the criminal careless. less of the conductor and engineer of the coal train, whose duty it was to wait at Lemont until the passen ger train had passed, unless they had received positive orders to proceed. This, the officers of the road say, was not the case, and that the coal train should have stayed at Lemont. The conductor of the coal train, named Bemand, had been running the train for a year and was considered a first-class man. He has not been seen since the disaster, and it is thought he has escaped and fled, as the last seen of him he was in the cal his train, which was uninjured. No blame is attached to the officers of the passenger train, which is said to have been on time and had the right of track. The roadway was cleared of the wreek, and trains will run out from here to-night as usual.

The total number of the killed and those who died of their injuries up to 3 o'clock p. m., to-day, is 11, and of wounded 35. The following is a list furnished by the officials of the road, and is doubtless correct:

wounded 35. The following is a list furnished by the officials of the road, and is doubtless correct:

**Rilled—John Mitzler, an engineer, belonging to the Baltimore and Ohio Railroad; two firemen belonging to the colliding trains, names unknown; Frank Bridges, apparently a fireman; N. Divelbiss, [r., of Springfield, IR.; Thomas Martin, porter in Anderson's Hotel, Chicago; R. J. Bross of the firm of J. V. Farewell & Co., Chicago; two men whose bodies are yet unidentified.

**Injured—Capt. John A. Smith, Warden of the Hilinois Penitentiary at Joliet, badly scalded—cannot recover; J. F. Fleury, Purchasing Agent for the Penitentiary at Joliet, tatally—with scarcely live till night; Anton Finkelman of St. Louis, badly—grobably fatally; Mr. McCantrell of Chicago, badly bruised; Wm. Mitchell of Duck's Island, Me., badly scalded; Alexander Monteith of Duck's Island, badly scalded; Thomas Strong of Muskegan, Mich., scalded; Thomas Crowley of Chicago, scalded; William Currant, or Conánt, of Duck's Island, scalded; J. Lemotte of Philadelphia, badly scalded; John Sherries of Glasgow, badly hurt, ruptured; Alexander Hallsett of Duck's Island, scalded; A. Berden, scalded; John Whalen of Akron, Ohio, back and hands scalded; Henry Small of Akron, Scalded; J. Berden, scalded; John Whalen of Akron, ohio, back and arms scalded; A. C. Hickman, an artist, of Chicago, was badly scalded on the head and hands, and bruised; Jacob Close, fatally; Jacob Cardovant of Oshkosh, Wis., will probably die: Isaac Mills of New-York, was slighty scalded; Martin Caricton of Bloomination, scalded; Wis., Richardson of Chicago, scalded; John Spears of Chicago, scalded; M. St. John of Chicago, scalded.

PATERSON, Aug. 17 .- A freight train ran off he track here last night, owing to a broken wheel. Five cars were scattered over both tracks, delaying travel three hours. A westward-bound passenger train

ine at the time fortunately was ten minutes late, or a terrible disaster would almost certainly have occurred. RAILROAD COLLISION AT WESTERLY, R. I. PROVIDENCE, Aug. 17 .- A collision on the tonington Railroad switch at Westerly, on Saturday evening, disabled two locomotives and delayed the New York trains several hours till the track was cleared. No one was hurt.

HORSE-THIEF HANGED AND A SHERIFF MOR-TALLY WOUNDED BY A MOB.

St. Louis, Aug. 16.-Special dispatches from Jefferson City say that Peter Kessler and his son August, who were arrested here on July 25 for stealing mules in Callaway County, and taken there for trial, and who were afterward carried to Jefferson City Jall to prevent their being lynched, were yesterday taken to Fulton, the county seat of Callaway County, for trial. On the way over August escaped from the train, while in notion, near Cedar City. The old man was taken to Fuiton, pleaded "guilty" to the change, and was sentenced to six years in the Penitentiary. Col. Low, the Sheriff, with a posse of four men, started with the prisoner in a hack to the depot, when it was surrounded by a mob, who demanded the prisoner. Upon the refusal of the Sheriff to surrender him, several shots were fired into the hack, mortally wounding the Sheriff and seriously wounding the Prosecuting-Attorney, John G. Provines, editor of The Fullon Press, John Watson, a merchant, and a young man named Dumbar, who were acting as guards for the Sheriff. The prisoner was taken outside the town and hanged. A large party are now searching for young Kessler. ced to six years in the Penitentiary. Col. Low, the

PRESIDENT GRANT IN MAINE.

Augusta, Aug. 17.-The President arrived at Bangor yesterday at 2 p. m., and was warmly welomed. The trip to Mount Desert was given up on ac-

this morning the President attended Divine service at the Granite Church. He will leave for Portland by special train at 9 o'clock to-morrow morning.

IS THIS A NEW PLANET?

DISTURBANCES IN THE SUN SPOTS INDICATING THE PRESENCE OF AN UNKNOWN PLANET ABOUT SEVEN-TWENTY-SIXTHS OF THE EARTH'S MEAN DISTANCE FROM THE SUN.

To the Editor of The Tribune. SIR: In my letter of April 30, printed in your issue of May 2, I gave harmonic indications of "a possible unknown planet or meteoric belt," about 7-26, or 269, of the earth's mean distance from the sun. On June 19, Messrs. De La Rue, Stewart, and Loewy communicated to the Royal Society evidences that there is a tendency in the sun spots "to change alternately from the north or positive to the south. or negative hemisphere, and vice versa," and "that the two outbreaks are at opposite ends of the same solar diameter." These phenomena point to such a disturbing influence as I anticipated, revolving around the sun in a period of about two solar rotations.

The mean interval of a period of oscillation is deduced by the English observers from three sets of observations extending over 145, 123, and 139 days The lowest approximate estimate is 22.25 days; "the most probable mean value, 25.2 days;7 the highest, 28 days. These, however, are synodic times, repre senting sidercal half-revolutions of 20.97, 23.57, and 26.02 days respectively. Herschel, following Bianchi and Laugier, estimates the sun's rotation at 25,325 days.

The mean distance of a planet which would produce tidal disturbances such as are indicated by the

sun spots is: Por a half-revolution in 20.97 days...

For a half-revolution in 23.57 days...

For a half-revolution in 26.02 days...

For a half-revolution in 25.02 days...

Harmonic anticipation... PLINY EARLE CHASE. Haverford College, Penn., Aug. 15, 1873.

PENNSYLVANIA TEACHERS' ASSOCIATION. MEETING AT PITTSBURGH-PAPERS READ AND DIS-

CUSSED-A DEBATE ON THE CONFLICT BETWEEN SCIENCE AND THEOLOGY. FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.

PITTSBURGH, Aug. 14.-The Pennsylvania State Teachers' Association, which has been in session in this city for the last three days, has just adjourned. Pollowing close upon the heels of the meeting of the National Association, held last week at Elmira, its presiding officer and many of its members having been at that meeting, it had a controlling element of enthusiasm from the moment of its organization. This was the twentieth meeting of the Association, and at no previous meeting have the proceedings been more harmonions or the discussions more able. In the absence of President, Edward Gideon of Philadelphia, the First Vice-President, G. P. Hays, D. D., President of Washington College, Penn., occupied the chair. Reports were presented as follows: Physi-cal Features of the Mississippi Valley, B. C. Jillson of Pittsburgh; Superintendency of City Schools, Edward Shippen, Philadelphia; What can our Schools do to Quicken the Public Conscience? Edward Brooks, Millersville; Organization of Township Schools, H. S. Jones, Erie; Conflict between Science and Theology, E. A. Wood, M. D., Pittsburgh; Natural Science in Public Schools, Lemuel Amerman, Mansfield; Our Normal School Policy, J. A. Cooper, Edinboro'; Moral Instruction, E. H. Cook, Columbus, Ohio, and a lecture on Sound," illustrated by experiments, by A. A. Breneman, late of the State Agricultural College. After the reading of each paper, the subject presented was open for discussion by the members of the Association. In no case did the Association reach a conclusion on any topic, and embody its opinion in a resolution. Perfect freedom of discussion was allowed, and the results, for the present, were left to take care of themselves. The most interesting discussion of the Association was upon the paper read by Dr. Wood of Pittsburgh on The Conflict between Science and Theology. The doctor seemed to maintain that theology had always opposed science, and had held back society in its progress. Incidentally he defended Darwinism. This aroused an animated discussion, in which Prof. Brooks, Principal of Millersville State Normal School, Dr. Cattell, President of La Fayette College, Easton, Prof. Burtt of Pittsburgh, Dr. Hays, President of Washington College, and one or wo others, took part. It was probably the ab lest discussion ever before the Association

There were 667 teachers enrolled, the fee being \$1 each. Fully one-half were from Alleghany County. the Association was mostly made up of teacher from the western part of the State. The Chester, Delaware, Bucks, Berks, and Montgomery, with 20 others that might be named, did not send, in all, a dozen teachers. One afternoon was spent in visiting the glass-works and other manufacturing establishments of the city, and another in a steamboat excursion down the Ohio River. The State now voluntarily, speaking through her town-

ship elections, taxes herself \$9,000,000 per annum for school purposes, having more thankdoubled the amount since the present State Superintendent, Dr. J. P. Wickersham took charge of the State Department in 1866. The presidents of colleges are taking greater interest in the common school as the chief reliance for the education of the people, and are giving to the young earnest teachers the benefit of their experience, and of their rich and ilture. George Lucky of Pittsburgh was chosen t of the Association for the next year, and the meeting for 1874 was fixed at Shippensburg,

THE FIRE RECORD.

IN KALAMAZOO, MICH. LOSS, \$12,000 KALAMAZOO, Aug. 17.-The vinegar works

of J. Dietz & Co., with the adjacent house, owned by the same firm, were burned this morning. Loss, \$12,000. In surance, \$7,000.

A fire, of unknown origin, occurred at 8:10 p. m. yesterday in the basement of the large two-story and basement brick building known as Central Market, and situated between Forty-seventh and Forty-eighthsts. and Broadway and Seventh-ave. The great size of the structure, and the proximity of severable inflamma ble wooden buildings, led to the sounding of a second alarm and the summoning of extra engines. The flame were easily extinguished, however, before any considerable damage had resulted. Loss on building, owned by Henry Sache of No. 19 West Twenty-sixth-st., \$1,000 ; total loss of stand-holders, \$500.

A fire originated from some unknown cause a some rubbish in the store-room of Frederick Kaib's liquor store, in the three-story and basement brick building No. 97 Bleecker-st., between Mercer and Greene-sta, at 9:05 p. m. yesterday. Damage to stock \$300; insured in the Germania Insurance Company Damage to building, owned by Alexander Gaw of No. 213 Mercer-st. \$25.

ELSEWHERE. A carriage factory and blacksmith shop

burned at Norwich, Conn., on Friday night. Loss \$2,100. William Gill's house, adjoining the carriage shop, was also entirely destroyed. A fire in Bedford, Mass., on Saturday, destroyed Thomas C. Stiles's barn, with five cows, two horses and about sixty tons of hay. The loss is \$6,000. The property was insured. The fire is supposed to have been the work of an incendiary.

owned by P. W. Huntington of Columbus, Ohio, were

SENATOR CARPENTER REQUESTED TO VINDI-CATE HIMSELF.

MILWAUKEE, Aug. 17 .- The Evening Wisconsin (Republican) yesterday, alluding to the charges published against the private character of Senator Carenter, says THE NEW-YORK TRIBUNE and Chicago Times have made the most serious charges against the private character of Senator Carpenter. These charges are too grave to pass unnoticed. They are uttered by journals of ample pecuniary responsibility. They can be made to suffer most seriously if they have given currency to reports that are false and libelous and the constituents of the Senator have a right to know the truth. If they are false, personal malevolence could go no further, and any jury would award such damages as would be a lesson to all future journalists. The people demand that the Senator of their choice should vindicate his char-

....The Supreme Council of the Temphars of Honor lored its session in Previdence, it. L. on Saturday, and adjourned to

DELAYS IN THE NEW-YORK CUSTOM-HOUSE DRIV-ING TRADE TO OTHER PORTS. ROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE.

SPRINGFIELD, Ill., Aug. 5 .- The complaints of leading New-York merchants and manufacturers that unfair discriminations have been made by the railroad companies in their rates of through freight, against New-York and in favor of Boston, Philadelphia, and Baltimore, have been telegraphed to the Western press from The TRIBUNE'S reports, and have, during the past two days, been the topic of considerable interesting discussion among prominent railroad men and shippers of Springfield. It is not denied that the rates of freight between the large shipping points of the West and Baltimore and Philadelphia have been at times much more favorable than between the same points and New-York, but the Western railroad men say that the discrimination has been made by the managers of the roads composing the Eastern links of the through lines, and not by the Western railroad companies. Through rates, they say, are now made up in New-York, Boston, Philadelphia, and Baltimore by the nanagers of the New-York Central, Pennsylvania, Erie, and Baltimore and Ohio Roads. These man-

ADVANTAGES OF PHILADELPHIA AND BALTIMORE AS SHIPPING PORTS.

agers add to the amount of freight that is taken by

the connecting roads West whatever they think

they ought to have, and advertise the sum as the

Now, if the Baltimore and Ohio or Pennsylvania Railroads find it for any reason more profitable to take the Western produce, which composes the bulk of eastern-hound freight, to Baltimore or Philadelphia than to carry it through to New-York, of course the managers of those roads will give to those cities more favorable rates-this is the argument of railroad men and shippers. Each of these railroad companies is interested in a line of ocean steamers running to Liverpool, and each has facilities for transferring grain from the cars to these steamers which no railroad running to New-York possesses. The result is that there have been times within the past year when the Western shipper could get from five to eight cents a bushel more for corn sent to Baltimore than for that sent to New-York. The discrimination is, of course, greater in the Winter than in the Summer. While navigation upon the lakes and the Erie Canal is open, the water routes govern the through rates, and grain that reaches New-York in canal-boats can be handled there as well as at either of the other cities named, but in the Winter, when the grain sent to New-York all arrives in the cars, there is not an elevator in New-York into which it can be unloaded and from which it can be put directly on board of vessels. If the same cars go to Baltimore, Philadelphia, or Boston, they can be at once unloaded and the transfer of the grain on ship-board, either for export or for the coast trade, costs comparatively little, Western railroad managers and grain shippers conclude, therefore, that New-York is bound to lose much of the Western trade unless she provides herself with the same facilities for accommodating it that other ports have. Westward freights of course depend largely on those bound eastward. The more Western produce goes to an Eastern city, the more empty cars there will be there seeking return freights and the lower the rates will be put.

THE NEW-YORK CUSTOM-HOUSE A BARRIER TO QUICK

TRANSFERS. I said that the Pennsylvania and Baltimore and Ohio Companies are each interested in an ocean steamship line, and each is therefore desirons of making as much trade for it as possible. The steamships make business for the railroads and vice rerea, When I was in Chicago several large importing merchants told me that they had many of their goods landed in Baltimore and shipped West in bond. They said that the expense was no greater, they had less trouble at the Custom-house, and received their goods much more promptly. They didn't seem to have much confidence in the New-York Custom-house management, and added that even when there were no unnecessary delays, the crowd of business there and the delay made it impossible for them to receive their goods as early as if they were landed in Baltimore, checked by the United States officer, directly from the vessel to the cars, the Government seal placed upon them, and started West at once. Finally, last Winter, when so much produce was moving East that cars for New-York could not be obtained in Central Illinois, the Baltimore and Ohio Road offered cars for Baltimore at favorable rates, and in this way got much trade that would naturally have gone to New-

DISCRIMINATIONS IN FAVOR OF BOSTON DENIED.

In regard to discriminations in favor of Boston, shippers here deny that any generally exist. There was a time, they say, when some of the New-England roads, for the sake of getting business, "cut under" those leading into New-York, but it did not last long, and freights to Boston are generally a little higher than to New-York. At the same time, Boston has elevator facilities for handling grain that arrives by rail, and this fact increases the amount that is shipped there. Many of the produce shippers of this vicinity are sending loaded cars directly through to the New-England towns, where the produce is consumed, entirely avoiding the middlemen in New-York and Boston. They are thus enabled to realize a better profit and pay the farmers more for their produce. The great problem of transportation is to get the produce of the West into the hands of the actual consumer in the cheapest way possible, and the Western people say that unless New-York makes her way the cheapest, she is bound to lose the trade. New-York has always had an advantage in being the commercial metropolis of the country, but she need not be surprised to lose some of her trade, if she either permits artificial barriers to exist such as are seen in the administration of ber Custom-house, or neglects to provide the same facilities which other Eastern cities possess

ADVICE TO THE GRANGERS.

to the Editor of The Tribune

RAILROAD DIRECTORS NOT INFALLIBLE-REMEDIES THAT HAVE BEEN PROPOSED FOR EXISTING EVILS AND THEIR FUTILITY-COMPETITION THE TRUE SOLUTION OF THE PROBLEM.

SIR: The War of the Railroads still goes on;

out it appears to me that certain plain facts are per who seem to have eyes for only one side of the shield. THE TRIBUNE showed conclusively, to my mind, the folly and futility of a pro rate freight law, and forthwith a correspondent narrates a three years' old instance of the injustice resulting from previous regulations. Now, one could hardly attempt to defend in detail all the rates heretofore charged by the directors of railroads. To err is human, and corporations are not less human in this regard than individuals. But for the mistakes which have been complained of, what is the panaces ! Clearly, as I think, it is not to be found in diverting the business management of our roads, from the men already in structed by experience, into untried hauds-s commercial interests at the mercy of successive experi ments. The opponents of the Grangers maintain, as it seems to me with reason, that every corporation, like every individual, naturally knews its

road, or the captain of a vessel, to be prevented from adjusting rates of carriage to circumstances 1 At com-peting points a road in legically compelled to reduce its

business best. There will probably be some what of seeming injustice, under whatever as rangement. General laws, whether social, financial or moral, must often press hardly upon individuals; yet a world without general laws would be a chaes in which

no one would care to dwell. Are the managers of a roll-